



PLEASE READ CAREFULLY BEFORE PROCEEDING WITH INSTALL

Product Disclaimer

- A vehicle modified by the use of competition product(s) for use on public roadways may not meet local, state, or federal regulations. Installation and use of this competition product(s) may also affect vehicle insurance coverage. It is the purchaser's responsibility to meet and comply with regulations and policies before operating vehicle on public roadways.
- There is no warranty stated or implied due to the unusual stress placed on competition product(s) and/or the inability to monitor their modification, installation, and use. The entire risk of quality, performance, and defect is with the purchaser and not the manufacturer, distributor, or retailer. Should any product(s) prove to be defective for any reason under any circumstance, the purchaser and not the manufacturer, distributor, or retailer will assume financial responsibility for any consequential damages, repairs/service, and any other liability.
- Group-A Autosports, Inc., does not guarantee ride quality for the following reasons:
 - a. Ride quality is entirely a subjective opinion
 - b. Proper installation is not guaranteed
 - c. Road condition vary
 - d. Shocks/struts quality and condition vary
 - e. Ride height adjustments will vary
- Return of product(s) will be accepted ONLY if product(s) is in resellable condition. All accepted returns will be subjected to a 20% restocking fee. **ABSOLUTELY NO RETURNS ON USED PRODUCTS.** For more information on return policy, please call 951-808-9888.

Part # 517-03-1740
1995-1999 Dodge Avenger Adjustable Coilover Kit

Included items with Avenger Coilover kit - Please inspect each item for defects before installation

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|---|--|
| • (4) 110mm Threaded sleeves with dual-locking perches | • (2) "L" shaped steel rings O.D 52.5mm, I.D. 44mm, TH 6mm |
| • (2) 7" Front springs 0700-250-010 (10kg/mm spring rate) | • (2) "L" shaped steel rings O.D 52.5mm, I.D. 41mm, TH 6mm |
| • (2) 6" Rear springs 0700-250-010 (10kg/mm spring rate) | • (4) Steel rings O.D 52.6mm, I.D. 48mm, TH 4mm |
| • (4) Aluminum upper mounts I.D.14.2mm O.D. 89mm | • (4) Washers O.D 22mm, I.D. 14.2mm, TH 3mm |
| • (2) Thin rubber O-rings | • (2) Washers O.D 22mm, I.D. 10.5mm, TH 3mm |
| • (8) Medium rubber O-rings | • (2) Spanner wrenches |
| • (2) Thick rubber O-rings | |

INSTALLATION - Please refer to factory service manual if available

Before the removal and installation of parts, please refer to the factory service manual , or equivalent.

Note:

- It is recommended that this coilover kit product be installed by a trained technician/professional.
- For factory strut removal instructions and diagrams, please refer to the factory service manual, or equivalent.

Spring height adjustment:

This coilover kit is designed to allow both race-ride and street-ride heights. It is not recommended to run race-ride height for normal street driving. This will result in more tire wear due to the excessive negative camber, which creates more stress on the wheel hubs and ball joints.

With the vehicle jacked up and secured on jack stands, raise (clockwise) or lower (counter clockwise) the aluminum perches with the supplied spanner wrenches to the desired height. Depending on which way turned, securely tighten the other perch against it. Lower the vehicle to check ride height. This process may need to be repeated until the desired ride height is achieved. Camber and toe settings will change depending on the height adjustments. A wheel alignment is recommended after complete installation.

FOR INSTALLATION ON KONI-BRAND STRUTS

Please refer to the following general assembly diagrams to install the Skunk2 Racing adjustable coilover kit on Koni-brand shocks and struts.

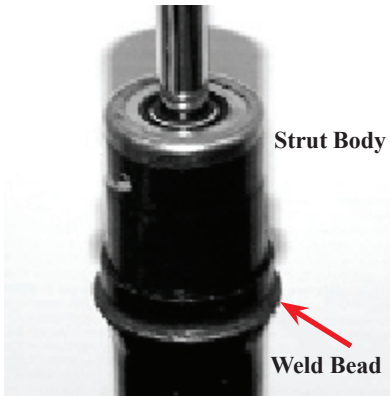
- Do not install 10.5mm ID or 14mm ID washers.
- Before installing "L" shaped ring (with larger ID) on the front, be sure to install steel ring provided by Koni.
- To install "L" shaped ring (with smaller ID) on the rear, clearance the hole with a die grinder.
- It may be necessary to clearance the aluminum upper mounts to accommodate the larger piston rod diameter.

Reference Diagrams

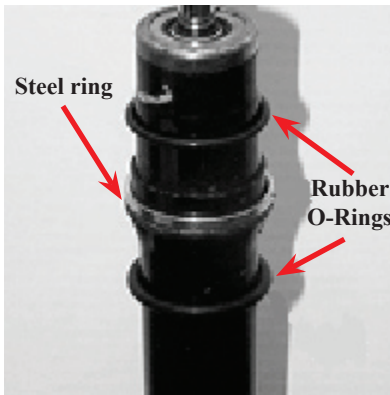
Front assembly

First Step

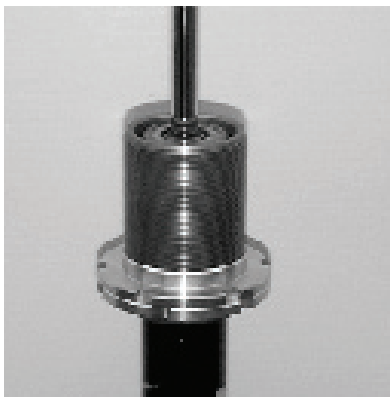
- Remove strut assembly from vehicle and disassemble. (CAUTION: For your safety use a spring compressor to disassemble strut assembly)



Knock off factory spring perches with mallet. If welded the spring perch, cut off very cautiously. Be careful not to overheat material. Overheating may lead to shock damage. DO NOT CUT INTO SHOCK.



Each strut should use (2) O-rings to secure the top and bottom of the coilover sleeve. Choose the O-ring size that offers the securest fit. Generally, the thin O-ring will be used above and the thick O-ring will be used below the weld bead. Position lower O-ring first. Next, install regular or "L" shaped steel ring over weld beads (material left when removing factory perch). Use the steel ring that provides the tightest fit, making sure that it sits squarely to the shock body. Tapered side up. It may be necessary to clearance the ID of the steel ring to ensure tight fit. Lastly, fit the upper O-ring. After properly positioning the O-rings, secure them by wrapping with duct/electrical tape. Some applications may not require the use of rubber O-rings.

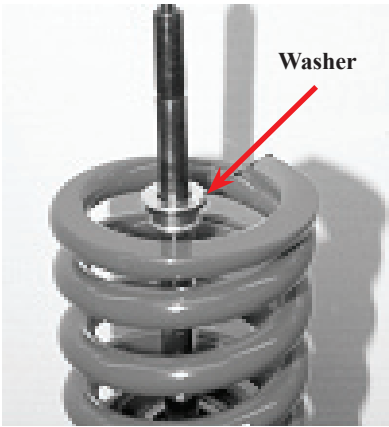


Slide coilover sleeve with the non-threaded (bottom) portion over strut, rubber o-rings, and steel ring. If there is too much play between the strut and sleeve, thicker o-rings and/or different steel ring and/or the use of tape will be needed. Properly installed o-rings will securely fit sleeve to strut. You may use a lubricant (WD-40) to help slide the sleeve over more easily.

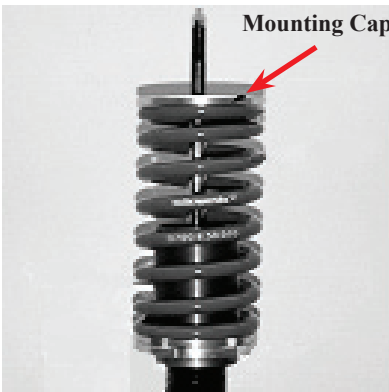


Cut factory bump stop in half. Place larger piece over strut piston. Place coilover spring over strut and onto spring perches.

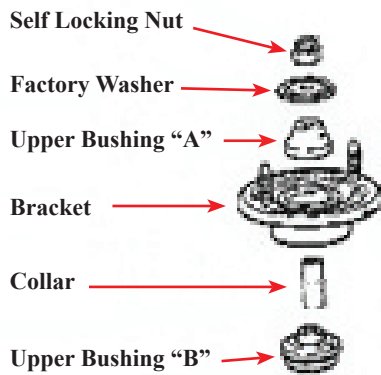
Reference Diagrams



Place 10.5mm I.D. (Smaller I.D. Washer) over strut piston.



Place mounting cap over 10.5ID washer. Then place mounting assembly over mounting cap. See reference diagram below. Tighten self-locking nut. Re-install into vehicle.



After the coilover has been assembled, the mounting assembly needs to be placed back on to the aluminum-mounting cap. Some of the factory pieces will no longer be needed. Please follow the diagram provided to the left.

FOR REAR STRUT ASSEMBLY

After installing upper bushing "B", install the 14.2mm ID washer supplied with the kit. Then proceed to install the collar, bracket, and upper bushing "A".